Cholera

GENERAL NEWS

The increase in anthracite shipments reported, amounted to 398 505 tons, the figures being 1,372,794 tons, against 974,289 tons for the corresponding period last year. These shipments have increased the total for the year to the date named to 19,132,365, or only 1.

Samuel M. Downs, but the head of the American Railroad union, with four others, organized the 'Brotherhood of Railroad Brakemen," in a caboose in the Port Jervis yard.

Samuel M. Downs, but the 'Brotherhood of Railroad Processing the 'Brotherhood of Railro date named to 19,132,365, or only 1,-985,693 tons less than for the same period in 1893. The Wyoming region led in the increase for the week with 214 976 tons, while shipments from the Schnyikill region increased 141 374 tons and from the Lehigh region 42,155 tons. This increased tonnage is a good thing for the coal carrying railroads, as they receive their rates whether sales are effected or not. The statement for the week in detail follows:

| June 30, 1894 | July 1, 1893 | Dif-| Regions | Tons | Tons | fracc | Wyoming | 764,374 | 551,298 | Inc 244,97 | Lehigh | 188,034 | 145,879 | Inc 424,57 | Schuyikill | 418,486 | 277,112 | Inc 141,37 Tons. frn'ce. 551,298 Inc 214,976 145,879 Inc 42,155 277,112 Inc 141,374 974,289 Dec 3 8,558 Total..... 1,372,794

Total for year to date......19,132,365 21,118,658 Dec 1,958,683

The production for the month of June will, it is believed, reach nearly, if not quite, 5,000,000 tons, the largest output of any month on record, and this, too, in the face of the fact that demand has fallen to the minimum. The greater part of newly mined coal is, of course, going into stock at various points for distribution later in the season, but there is no question in the mind of the Philadelphia Stockholder about the carrying of such large stocks being an injudicious policy. Prices already reflect the harm that has been done. For prepared sizes prices are fairly well maintained, but those for small steam sizes are materially weaker; and the supply of pea and buckwheat is now in excess of the demand. It is doubtful, according to one authority, whether a single new order has been booked at the July circular; as a rule the circular is not being observed. Attempts have been made to enforce it on the line trade, but with very little success, and many of the smaller interests are making deliveries on the orders taken under the May cir-

A Bethlehem dispatch says: A committee representing the employes of the northern division of the Lehigh Valley railroad met General Superintendent R. H. Wilbur, this afternoon and had a two hours' consultation with him. The chairman of the committee stated that their visit was to settle some local questions about traveling engineers and master mechanics and had been requested by Mr. Wilbur. Both denied the visit had any connection with the western troubles.

The total anthracite tonnage carried over the Reading railroad in June, 1894, which reached 1,247,297 tons, was the largest ever transported by it in any month, being 77,173 tons more than the tonnage of the largest pre-vious month, which was November, 1893. A considerable proportion of this tonnage originates on other rail. any month, being 77,173 tons more than the tonnage of the largest previous month, which was November, 1893. A considerable proportion of this tonnage originates on other railroads, and is by them deliverey to the Reading railroad at various points. The anthracite tonnage originating on the Reading railroad and carried by it during the last two weeks in June was 557,290 tons. This was the largest ton during the last two weeks in June was 557,290 tons. This was the largest ton the quantity of coal and coke originating nage so originating ever carried in the same period and was 21.7 per cent. of the total anthracite production for the same time. During the early part of June seventeen of the Coal and Iron company's collieries were not working, principally because of the heavy rainfall of the latter part of May had overpowered the pumps, preventing work at one time at all but five of the company's fifty-two colleries. During the last two weeks of June, in which all of the collieries were working except six, the production of the Coal and Iron company's collieries was about 24,000 tons in excess of the production of any previous period of two weeks.

A Susquehanna dispatch says: The Brooklyn oil well men, having gone down 2 000 feet and completing their contract, the drillers have ceased op-erations without striking oil. At the depth of 1,800 feet "second sand" was found about 90 feet thick, and the indications of gas were excellent. Mr. Nash, the chief projector, and the drillers units in saying that the indica-tions have at all times been excellent. In Hopbottom Monday the share holders held a meeting which was attended that place, and are willing to take a big block of stock in the company. In several places in that vicinity oil and patural cas have made their stock brokers, 121 Wyoming avenue: natural gas have made their appearance; and in a creek, where cattle wer wont to drink, a slimy substance wit a petroleum odor has appeared, and the cattle refuse to taste it. Scrantor capitalists attended the Hopbottor meeting. Brooklyn people still have firm faith that oil and gas exist there and if the present company will sur render its leases, the Standard Oil com pany, which will soon begin operation in Bradford county, stands ready to take the leases and begin vigorous op-erations. Oil may yet be discovered in Sacrathan in Sasquebanna county.

The directors of the Pennsylvania and Northwestern Railroad company met at Philadelphia yesterday and de-cided that it would not be expedient to pay the semi-annual dividend upon \$2,250,000 of capital stock. The road runs from Bellwood to Horatic, a distance of sixty-one miles through the bituminous coal region and the pass-ing of the dividend is directly due to the miners' strike. Practically no coa has been shipped over it since April Last year the company paid a dividend of 6 per cent.

MINOR INDUSTRIAL NOTES:
The majority of Coxe Bros. & Co.'s colleries are working three days this week. The water in the Merriam mines still reaches an elevation of seven feet and one inch.

The Southern Railway and Steamship association has fixed upon Aug. 1 to re-

Wages of Panama railroad employes have been cut 10 per cent, and those of the ca-nal employes 20 per cent.

Joseph Wood, the general manager of the Penusylvania mines west of Pittsburg, is spending most of his time in Chicago. The Central Traffic and Chicago and Ohio River Traffic association (passen-ger men) will meet in Mackinaw, Mich., July 11.

Passenger men express the opinion that the strike has cut down the Asbury Park business 75 per cent., only 25 per cent. of the number going expected.

L. A. Riley & Co. have found the Buck Mountain vein in good condition at their Germantown slope. The diamond drills bave cut into a fine vein of coal nine feet The earnings of the Western New York and Pennsylvania for the third week in June amounted to \$51,900, a decrease, compared with the same week last year, of \$25,000. The Schuylkill canal is again open for navigation, and boats are being received from New York for regular service be-

tween points in the anthracite coal region and Philadelphia. The fire in Packer colliery No. 5, belonging to the Lehigh Valley Coal company, has not yet been extinguished but is still giving the company a great deal of aux-

Samuel M. Downs, has resigned as train dispatcher on the Delaware, Sus-quenanna and Schuylkill at Roan Junction and is back at his old desk in the Central railroad office, at Manch Chunk.

David Jones, who has been shafting for the Penn Anthracite Mining company, has uncarthed some very fine veins at places where coal was not expected. The property in consequence has become much more valuable. The work of pumping the water from Mid Valley slope No. 2 slope has been commenced. A railroad is to be constructed on which the coal, an abundance of which exists, will be taken for prepara-

tion to No. 1 breaker.

The Lehigh Valley Railroad company has now returned to the Reading company all the borrowed engines, the coal trade having settled down to its normal proportions, enabling the Valley to handle it with its own motive power. The Montour Iron and Steel company

which had been compelled to close a part of its works on account of the scarcity of coal, started this morning in full. Coal has commenced coming again and no trouble is anticipated from this source in

The Baltimore and Ohio Railroad com The Baltimore and Ohio Railroad com-pany and the Baltimore Read E tate and Improvement company have filed in the Recorder's office at Baltimore a mortgage for \$15,000,000 to the Mercantile Trust company, of New York, to secure the issue of bonds.

A delegation of old Pennsylvania rail road employes, all members of brother-hood organizations, have notified General Manager Prevest that under no condition would they strike, and further they would at once notify him of the presence of any labor agitator among them.

Isaac Christ, superintendent of the Tanaqua Manufacturing company, spent ast Friday in Mt. Carmel formulating plans for a complete transformation of the coal cleaning system at the Mt. Car-mel colliery. It is Operator Righter's in-tention to make this what is known as a wet breaker.

Thomas C. Platt, who has been ap-Thomas C. Platt, who has been appointed receiver of the Southern Central railroad, has taken possession of the property. He has issued a circular order to agents and employes instructing them to obey all orders of officers of the Lehigh Valley Railroad company, which is agent for the receivers. for the receivers.

James Drummond, outside foreman for the Morris Ridge Coal company, has re-signed and returned to his former home at Scranton, says the Shamokin Dispatch, His position is now filled by Jacob Howenstein, who has been a carpenter at this colliery for a number of years.

The work of remodeling the Delaware, Lackawanna and Western station at Bloomsburg has been started. The building is to be cut in two, the upper half, or freight department, to be moved further up the track toward Center street, and the other half, or passenger and ticket departments, to be moved on a line with Market

street.

on and carried over its lines east of Pittsburg and Eric for the week ended June 39 was 237,354 tons, of which 201,393 tons were coal and 35,961 tons coke. The total tonnage for the year thus far has been 6,582,730 tons, compared with 10,310,336 tous in the corresponding period of 1893, a decrease of 3,727,606 tons, of which 5,319. 329 tons were coal, a decrease of 2,168,809 tons, and 1,263,461 tons coke, a decrease of 458, 797 tons.

FINANCIAL AND COMMERCIAL.

Stocks and Bonds. New York, July 10,-The tendency of prices at the Stock exchange was downprices at the Stock exchange was down-ward today, notwithstanding advices that the roads were making some progress against the strikers in Chicago. This did did not turn the bears from their purpose, however, these operators laying consider-able stress on the ability of the Chicago trades unions, who have taken a hand in trades unions, who have taken a hand in the fight, to bring about a condition of af-fairs which will surely lead to liquidation in the general stock market. Chicago Gas declined frow 75% to 72% with final tran-sactions at the lowest point. The Gran-gers, Louisville and Nashville and West-ern Union were all heavy at this time. London refused to respond as was ex act-ed, and showed more confidence, buying moderitely, and the whole market subse-quently displayed more steadiness. Pullby the principle officers from New York city. They discussed plans for the future. The people of Hopbottom desire that the company sink a well in Total sales were 103,500 shares.

**	propers, the wyoming ave	mue:		
re	Open- ing.	est.	Low	Clos
h	Am. Cot. Oil	96% 97 554	2694 9534	203 96 53,
n	Can. So.			- 0.0
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0	D. & C. F	24	2334 1314	24 153
d	G. E. Co. 2602 Lake Shore. 12786 L. & N. 4444	12816 1444	1016 12784 4394	1181 437
a	Manhattan Miss. Pac 25 Nat. Lead 3784	2614 3794	2534 3714	253 3734
y 1-	N. Y. & N. E 9 N. Y. Central 96	56	96	9 96
0	N. Y., O. & W 1416 N. Y., S. & W 1334	1334	1436 1314	14%
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8+	Omaha 3436	8514	.8432	1334
0	Pac. Mail 1416	1436	1434	1436
-	Reading 1636	1056	1014	1114
0	Rock Island 66% R. T	1114	655a	6634
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1	Chicago Grain and			
	SCRANTON, July 10 Th	to control	Marrie d	notw-

Har & Fuller, stock broker	s, 121 W	yomin,	
nue.			
WHEAT.	July.	Sept.	3
Opening	56	5836	
Highest	5036	DNAS	
Lowest,	56	5510	
CORN.	1.634	5896	
Opening	4114	4384	
Highest	4146	40	
Lowest	4116	4184	
Closing	4134	415%	
Opening	708	2914	
Highest	200	2022	
Lowest	186	0012	
Closing	28	2012	
PERE		- 200	
Open ng	1250	1272	
Highest	1250	1275	
Lowest	1245	1270	
LARD	1245	1270	
Opening	677	695	
	089	692	
LOWOSE	877	685	- 2
SHORT RIES	682	090	
Opening	4:60	(60)	
Illanear	005	667	
LOWEST.	600	660	
Closing	600	2009	

New York Produce Market.

New York Fredues Market.

New York July 10.—FLOUR—Dull, easy.

WHEAT—Fairly active, firmer; No. 2 red store and elevator, 60c.; affoat, 60% c.; f. o. b., 61a61/3c.; ungraded red, 57a61c.; No. 1 northers, 68% affox; options were dull3/aa/c. higher; No. 2 red, July, 60c.; August, 60% c.; September, 62% c.; December, 65% c.

CORN—Active, firmer; No. 2, 46)44474c.; elevator, 4734c. affoat; options out, irregular; July, 46)4c.; August, 47c.; September, OATS-Duil, firmer; options dull, steady;

Oats—Bull, firmer; options dan, seems, July, 46\4c.; August, 14\4c.; September, 32\4c.; No. 2 white, July, 47c.; spot prices, No. 2, 51\4551\4c.; No. 2 white, 52c.; No. 2 Chicago, 52\4c.; No. 3, 50c.; No. 3 white, 50c.; mixed western, 51\4552\4c.; white, do. 50\4006c; white, state, 50\4006c; white, do. 50\4006c; white, state, 50\4006c; 50av8c.; white state, 52a58c.

BEEF-Quiet, steady.

TIERCED BEEF-Quiet.
CUT MEATS-Quie. firmer; pickled bellies.
Sc.; do shoulders, 6%47c.; do hams, 12c.
LARD-Dull, steady: western steam.
87.40; city, 6%47c.; July 87.40; September.
87.35; refined, quiet, continental, 87.70;

\$7.40; city, 63ga7c.; July \$7.40; September, \$7.35; refined, quiet; continental. \$7.70; South America. \$7.90; compound, 6a63gc. Posk—Quiet, firm.

BUTTER—Firm, light receipts; state dairy, 12a18c.; do. creamery, 13a20c.; Pennsylvania do., 15a20c.; western dairy, 103ga143gc.; do. creamery, 14a20c.; do. factory, 10a14c.; eigias, 191ga20c.; imitation creamery, 12a15c.

Cheese—Fair demand, firm.

EGOS—Dull, less firm; state and Pennsylvania, 15a16c., western, 14a15c.; do. per case, \$2a3. per case, \$2a3.

Philadelphia annow Market. PHILADELPHIA, July 10.-Tallow was dull and unchanged. Prices were: Prime city in hogsheads, 43444(c.; prime country, in barrels, 434c.; do. dark in barrels, 354a4c; cakes, 454c.; grease, 334c.

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In their worst forms are cured by the use of P. P. If you are debilitated and run down, or if you need a tonic to regain flesh and lost appetite, strength and vigor, take P. P. P., and you will be strong and healthy. For shattered constitutions and lost manhood P. P. P. (Prickly Ash. Poke Root and Potassium) is the king of all medicines. P. P. P. is the greatest blood purifler in the world. For sale by all druggists.



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MEGARGEE BROTHERS, PRINTERS' supplies, envelopes, paper bags, twins. Warehouse, 150 Washington ave., Scranton, HORSES AND CARRIAGES FOR SALE at 1/33 Capous, evenue D. L. FOOTE, Agent FRANK P. BROWN & CO., WHOLE sale dealers in Woodware, Cordage and Oi, Cloth, 730 W. Luckawanna avenue.

EZRA FINN & SONS, builders and coutractions. Yards: Corner Olive st. and Adam The GENUINE New Haven

ESTABLISHED 1806. New York Warerooms-No. 80 Fifth Avenue.

E. C. RICKER & CO. Sole dealers in this section. OFFICE-121 Adams Ave., Telephone B'l'd'

Eureka Laundry Co. Cor. Linden St. and Adams Ave. COURT HOUSE SQUARE.

All kinds of Laundry work guarantee

CENTRAL RAILROAD OF N. J.

LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT MAY 20, 1894.

TIME TABLE IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8 20, 9.15, 11.30 a. m., 12.50, 2.00, 3.30, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 100, 2.15, 7.10 p. m.

For Alantic City, 8.20 a. m.

For New York, Newark and Elizabeth, 8.20 (express) a. m., 12.50 (express) with Buffet parlor car), 3.30 (express) p. m. Sunday, 2.15 u. m. parlor car), 5.35 (express) p. m.
For Mauch Chunk, Allentown, BethleHem, Easton and Philadelphia, 8.20 a. m.,
12.05, 12.05, 25.05 (except Philadelphia) p. m.
Sunday, 2.15 p. m.
For Long Branch, Ocean Grove, etc., at
8.20 (with turough car) a. m., 12.50 p. m.
For Reading, Lebanon and Harrisburg, via
Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,
2.15 p. m.

Allentown, 8.20 a. m., 12.50, 5.00, p.m. Bunday, 2.15 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

Returning, leave New York, foot of Liberty street, North river, at 3.10 (express) a. m., 1.10, 1.20, 4.30 (express) b. m., 1.10, 1.20, 4.30 (express) p. m. Sunday, 4.30 a. m.

Leave Philadelphia, Reading Terminal, 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.37 a. m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,

Gen. Pass. Agent.

J. H. OLHAUSEN, Gen. Supt.



For New York and Philadelphia, 800a. m., 1210, 125,
238, 416 and 11.30 p. m.
For Honesdale (from Delaware, Lackawanna
and western depot, 7.00, 8.30, 10.10 a.m., 12.00
m., 2.17, 5.10 p. m.
For Carbondale and intermediate stationa,
5.40, 7.00, 8.30, 10.10 a. m., 12.00 m., 2.17, 3.25,5.10,
0.30 and 9.35 p. m.; from Bridge Street Depot,
2.06 a. m., 2.17and 11.35 p. m.
Fast express to Albany, Saratoga, the Adlrondack Mountains, Boston and New England
points, 5.40 a. m., arriving at Albany 12.45,
Saratoga 2.30 p. m., and eaving Scranton at 2.17
p. m., arriving at Albany at 5.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.
The only direct route between the coal fields
and Boston. "The Leading Tourists' Routs
of America" to the Adlrondack Mountain resorts, Lakes George and Champlain, Montreal,
etc.
Time tables showing local and through train etc.
Time tables showing local and through train sorvice between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.
H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass. Agt.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 12,10, 2,88 and 11,35 p. m. via D. L. & W. R. R., 6,00, 8,08,11,20 a. m., and 1,30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D. L. & W. R. R., 6,00, 8,08,11,20 a. m., and 1,30 p. m.

Leave Scranton for White Haven, Hazleton, Pottaville and all points on the Beaver Meadow and Pottaville branches, via E. & W. V. 6,40 s.m., via D. & H. R. R. at 8 a.m., 12,10, 2,38, 4,16 p.m., via D. & H. R. R. at 8 a.m., 12,10, 2,38, 4,16 p.m., via D. L. & W. R. R., 6,00, 8,08, 11,20 a.m., 1,30, 3,50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R., 8 a.m., 12,10, 2,38, 11,35 p.m., via D., L. & W. R. R., 6,00, 8,08, 11,20 a. m., 130 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 2,07 a.m., 12,10 and 11,35 p. m., via D. & W. R. R., 8,08 a.m., 1,30 p. m.

Leave Scranton for Rochester, Buffalo, Niagara Falis, Detroit, Chicago and all points west via D. & W. R. R., 8,09 a. m., 1,20, 9, 15, 11, 35 p. m., via D. L. & W. R. R., and Pittston Junction, 3,08 a.m., 130, 8,00 p. m., via E. & W. R. R., 3,41 p. m.

For Elmira and the west via Salamance, via D. & H. R. R., 9,07 a.m., 12, 10, 2, 15, 11, 35 p. m. via D. L. & W. R. R. and Pittston Dunction, 3,08 a.m., 130, 3,00 p. m. via E. & W. R. R., 3,01 p. m., via D. L. & W. R. R. and Pittston Dunction, 3,08 a.m., 130, 3,00 p. m. via E. & W. R. R., 3,09 a.m., 120, 6,15 p. m., via D. L. & W. R. R., 3,00 p. m. via E. & W. R. R., 3,00 p. m. via E. & W. R. R., 3,00 p. m., 120, 6,15 p. m., via D. L. & W. R. R., 3,00 p. m. via E. & W. R. R., 3,00 p. m., 120, 6,15 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,15 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,16 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,16 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,16 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,16 p. m., via D. L. & W. R. R., 3,00 p. m., 120, 6,16 p. m., via D. L

R. CLARK & CO., Sectamen, Florists avenue; green house, 1330 North Main avenue; store 146 Washington avenue; green house, 1330 North Main avenue; store telephone 782 DELAWARE, LACKAWANNA AND WESTERN RAILBOAD.
Trains leave Scranton as follows: Express for New York and al. points East, 140, 250, 5.15, 8.00 and 8.50 a. m.; 12.55 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 9.51 a. m.; 12.55 and 3.50 p. m.

and the South, 5.15, 8.00 and 9.03 a.m., and 3.50 p. m.

Washington and way stations, 3.55 p. m.

Tobyhanna accommodation, 6.10 p. m.

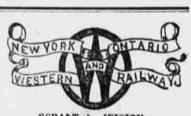
Expr ss for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 215 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a. m.

Binghamton and way stations, 12.37 p. m.

Nicoolson accommodation, at 4 p. m. and Binghamton and Elmira Express, 6.05 p. m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a. m. and 1.28 Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.
Ithaca, 2.15 and Bath 3a. m. and 1.24 p. m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations, 6.09, 9.55 a. m. and 1.29 and 5.07 p. m.
Nauticose and intermediate stations, 8.08 and 11.29 a. m. Plymouth and intermediate stations, 3.55 and 8.57 p. m.
Pullman parlor and sleeping coaches on all express trains.
For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 325 Lackawanna avenue, or depot ticket office.

NEW YORK, ONTARIO AND WESTERN Time TABLE in EFFECT SUNDAY, JUNE 24.
Trains leave Scranton for Carbondale at 1.30, 10.55 a.m. and 61°p.m.
For Hancock Junction, 10.55 a.m. and 610 p.m. Trains leave Hancock Junction for Scran-ton, 6 a.m. and 2.95 p.m. Trains leave Carbondale for Scranton at 7.24 a.m., and 2.34, 5.34 p.m.



SCRANTON IVISION. In Effect June 24th, 1894.

206
Local
4 58 5 05 5 08
5 18 5 84 5 87 5 41 5 43
5 51 5 59 6 04
6 07 6 10 6 14 6 16

THE DICKSON MANUFACTURING CO. Locomotives and Stationary Engines, Boilers,

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